

BookletChart™

Korovin Bay to Wall Bay

NOAA Chart 16487

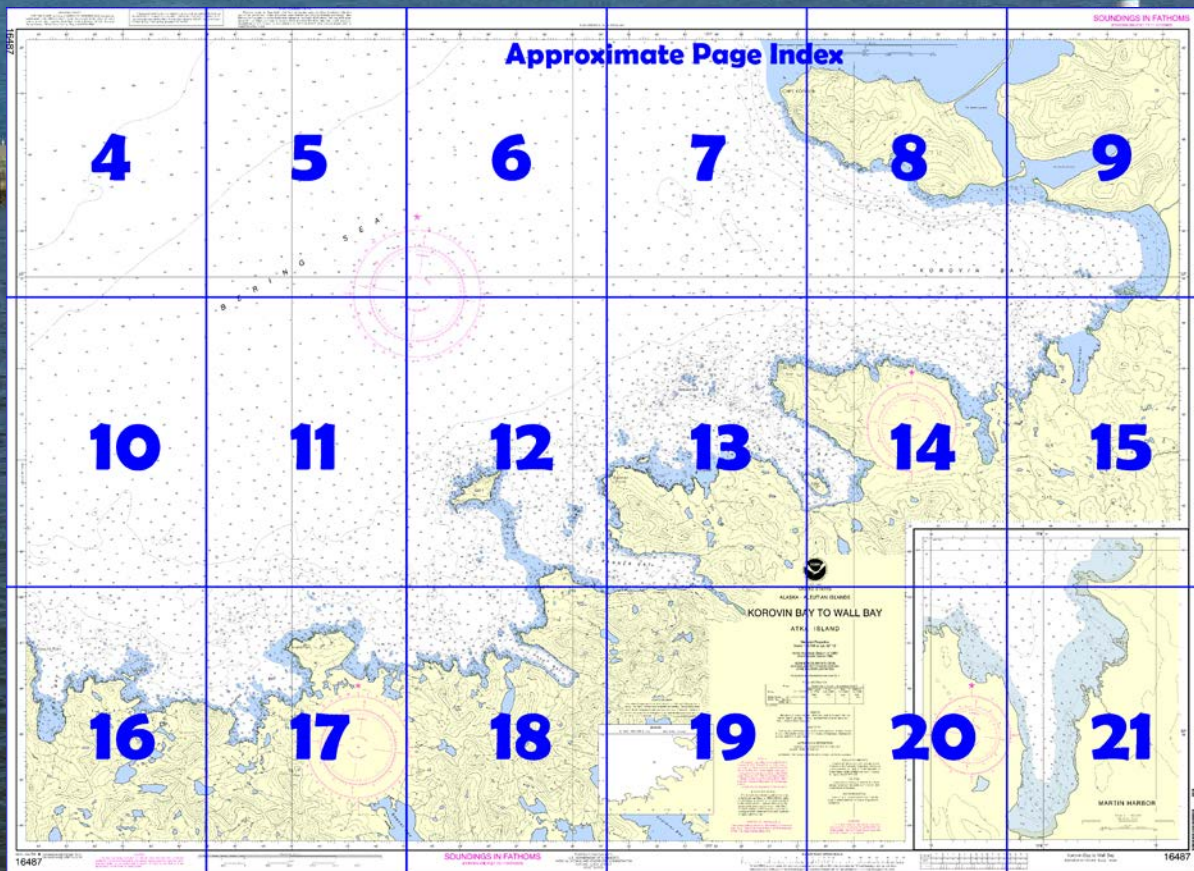


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

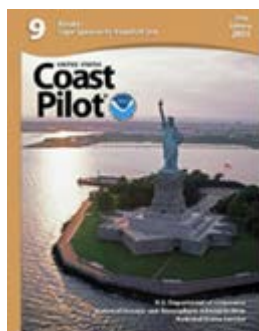
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16487>.



(Selected Excerpts from Coast Pilot)

Korovin Bay, on the N side of Atka Island across a low pass from Nazan Bay, is a good anchorage except in heavy W weather. The shores are bold, sheer cliffs bordered by numerous pinnacles, except for the low gravel beach at the head and low land near a lagoon on the N shore. The entrance points, **Cape Korovin** on the N and **Egg Point** on the S, are bold headlands rising abruptly to mountain ranges. Egg Point terminates in a prominent 135-foot-high

pinnacle rock at the shore.

Korovin Bay has depths of 80 to 10 fathoms to within 0.6 mile of the shore, except for rocks about 2 miles from the E end. The higher of

these two rocks bares 2 feet and can be used as a navigational aid. A prominent 100-foot-high pyramidal-shaped pinnacle rock is near the head of the bay about 0.2 mile off the S shore.

Anchorage.—Anchorage is available in the NE part of Korovin Bay in 40 to 10 fathoms with gray sand bottom, fair holding ground. The small coves on the S shore provide shelter for very small vessels, but the swinging room is limited. The bay is not sheltered from the SE or SW because strong winds howl through the draws and ravines which cut the hogback on Atka Island; caution is necessary to avoid being forced onto the N shore. Oftentimes, when it seems as though the winds coming out of the draws in a SE direction are the prevailing winds, it will be found that outside the bay the general winds are SW.

Sarana Cove, indenting the S shore of Korovin Bay 4 miles E of Egg Point, is foul and should not be attempted by any craft without local knowledge. **Martin Harbor**, 6 miles E of Egg Point, is small but offers good protection for small craft in all weather at the head in 11 fathoms with mud and sand bottom.

Egg Bay is separated from Korovin Bay by the rugged cape that terminates in Egg Point. The shores of Egg Bay are mountainous, with humpy, grass-covered slopes. At the head of the bay is **Egg Island**, steep sided, round topped, and grass covered.

Starichkof Reef is 1.5 miles W of Egg Point. The easternmost and largest islet is a vertical-sided block of rock 61 feet high. The second most conspicuous rock is a spurlike pinnacle about 0.5 mile NW of the block-like rock. There are several other rocky islets, as well as a number of reefs or shoals in this area.

A dangerous 2½-fathom shoal is 0.3 mile N of the islets and 1.6 miles W of Egg Point.

Two shoals SW of Starichkof Reef make it inadvisable to enter Egg Bay from the W side of the reef. One shoal, having a least depth of 2¼ fathoms, is 0.5 mile SW from the W group of islets. The other shoal, having a least depth of 3¾ fathoms, is 0.8 mile SW from the same islets. A 4½-fathom shoal is 0.3 mile offshore on the E side of the bay, 0.8 mile S of the entrance at Egg Point.

Several other shoals having least depths of 8 to 12 fathoms are near or in the bay. They should be avoided.

Numerous rocks and reefs border the shores of Egg Bay. The E shore for the first 2 miles S of Egg Point is especially dangerous and should not be approached closer than 0.3 mile. A pinnacle rock with a least depth of 3 feet is 250 yards off the NE shore of Egg Island.

Approach Egg Bay on a course of **180°** to pass 0.5 mile E of the easternmost islet in Starichkof Reef. When this islet is slightly abaft the beam, change course to **134°**, heading for the left tangent of Egg Island. When 0.5 mile from Egg Island, haul to the left and round the island, keeping approximately in midchannel.

Anchorage.—Anchorage for medium-draft vessels is found NE of Egg Island in 20 to 25 fathoms. The bottom is soft, fine, green sand, with rather poor holding ground. The lower end of Egg Bay offers fair protection in both N and S weather.

From Egg Bay to Banner Bay the shoreline is irregular and has several small bights. The bights, as well as the approaches to them, are foul. This area should be avoided.

Banner Point, on the NE side of the entrance to Banner Bay, is lined by bluffs. Above the bluffs the land slopes upward to a 1,590-foot peak about 1 mile from the outer end of the point. A grass-covered islet, 165 feet high, is 0.3 mile NE of Banner Point.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander

17th CG District

Juneau, Alaska

(907) 463-2000

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



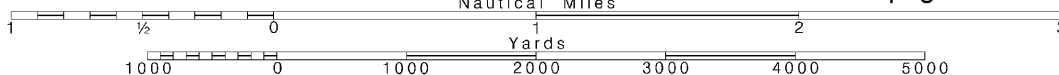
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

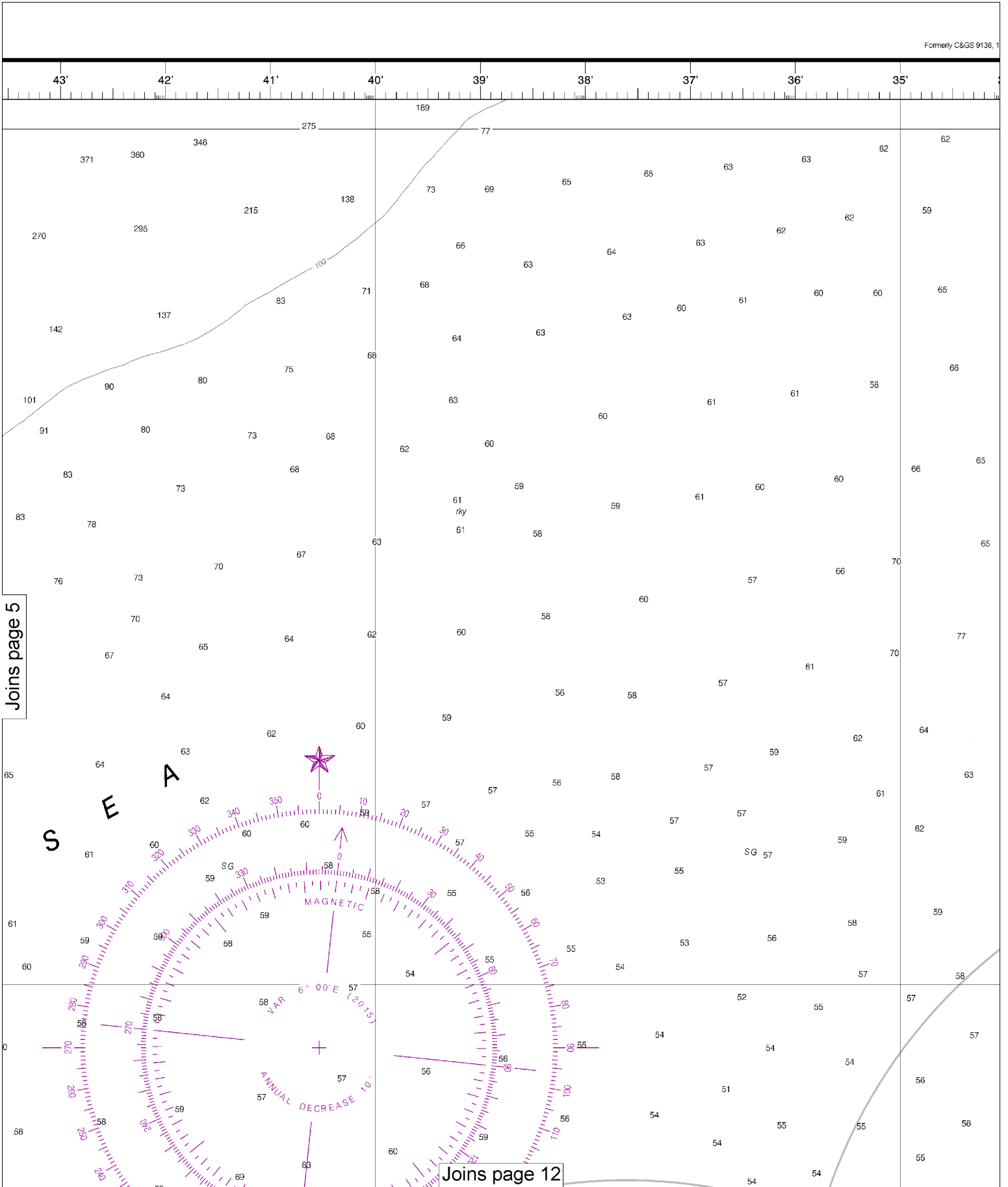
These volumes are available online at <http://www.navcen.uscg.gov>



Printed at reduced scale.

See Note on page 5.





Joins page 5

Joins page 12

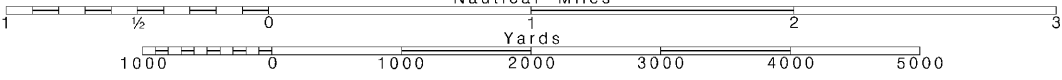
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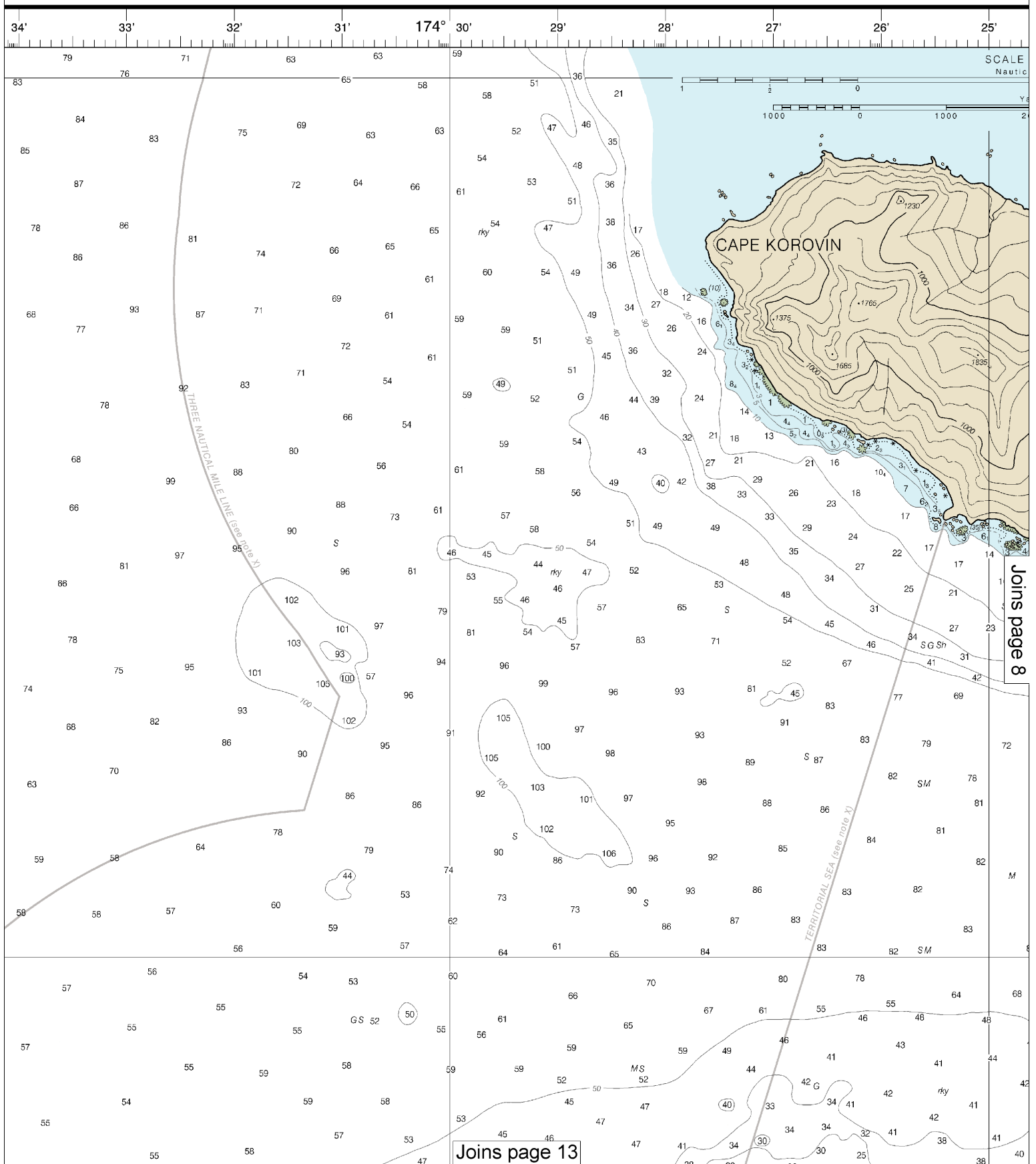
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

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See Note on page 5.

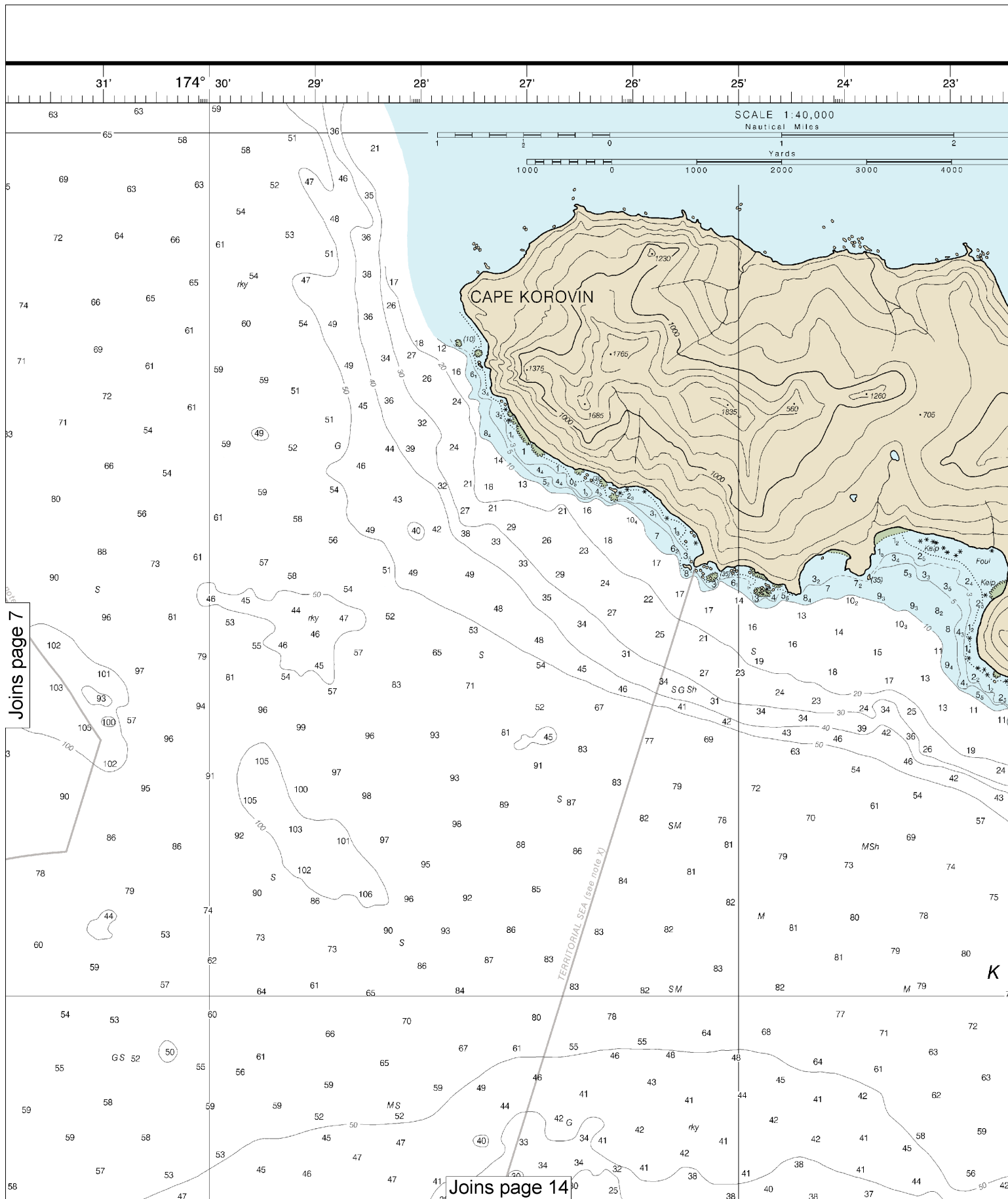




Last Correction: 12/11/2015. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

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Joins page 7

Joins page 14

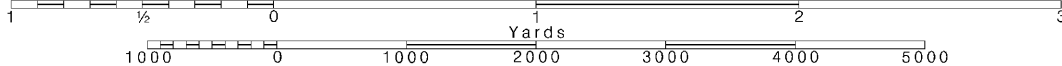
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Note: Chart grid lines are aligned with true north.

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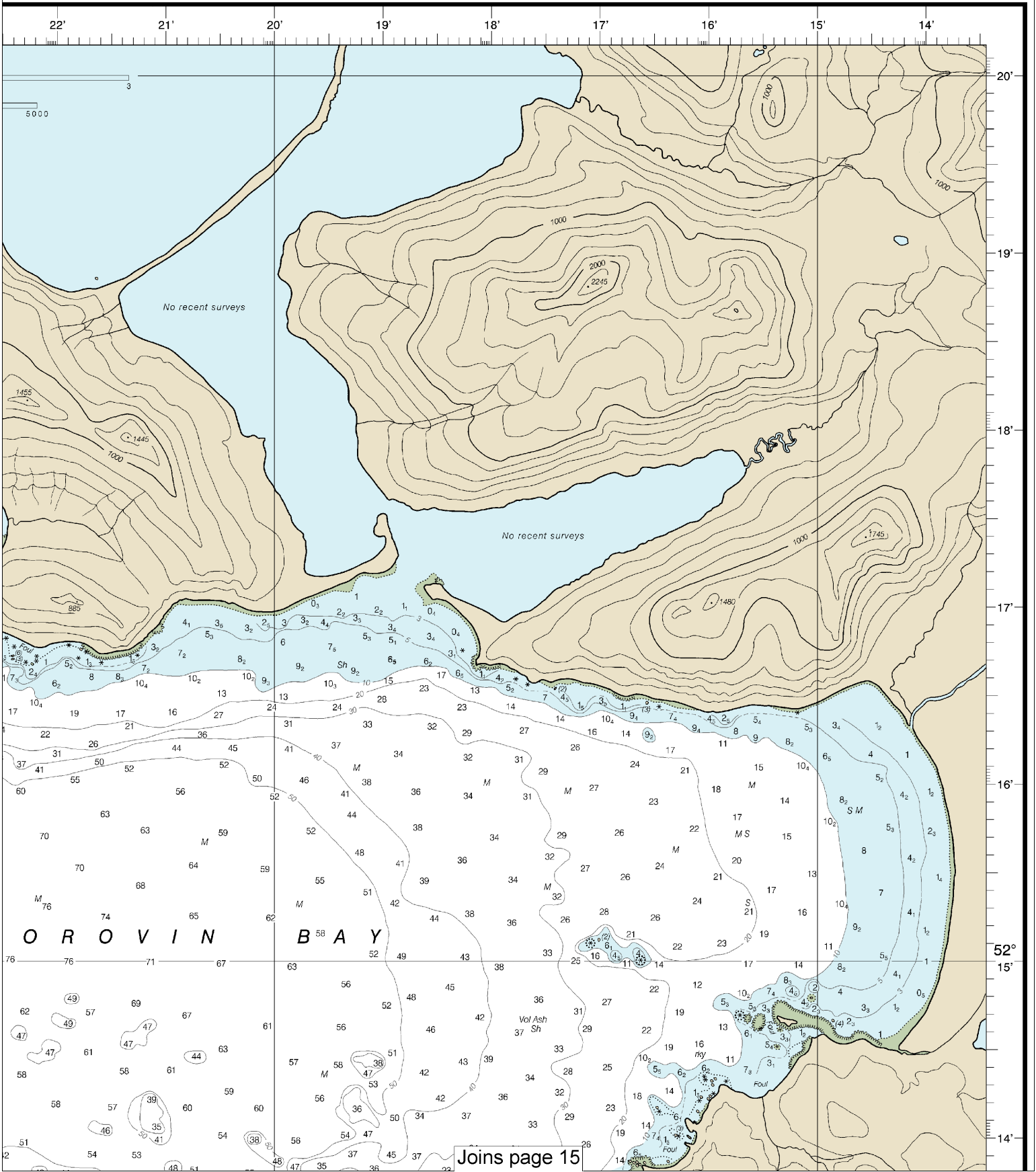
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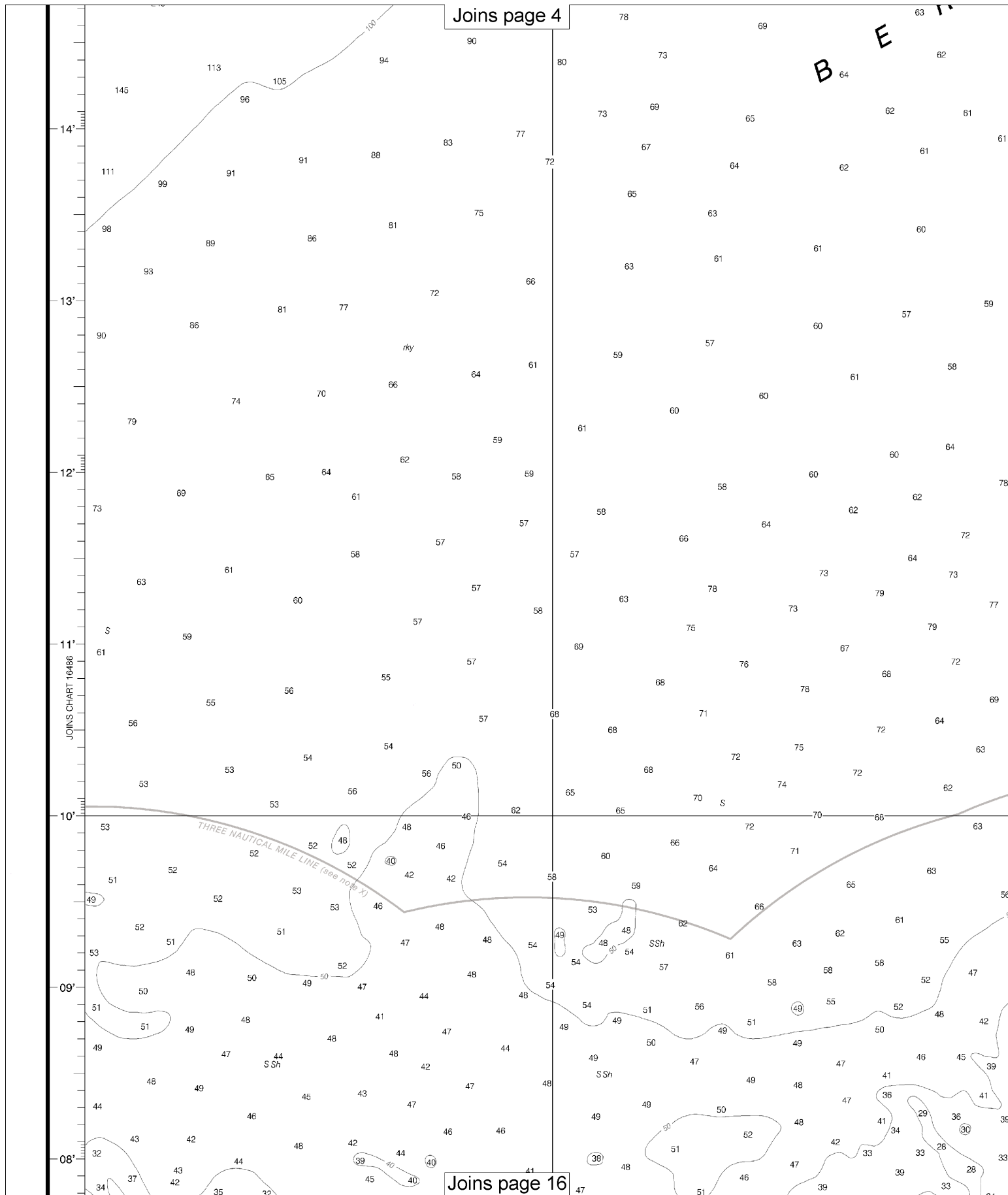
See Note on page 5.



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)





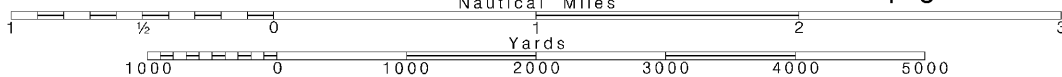
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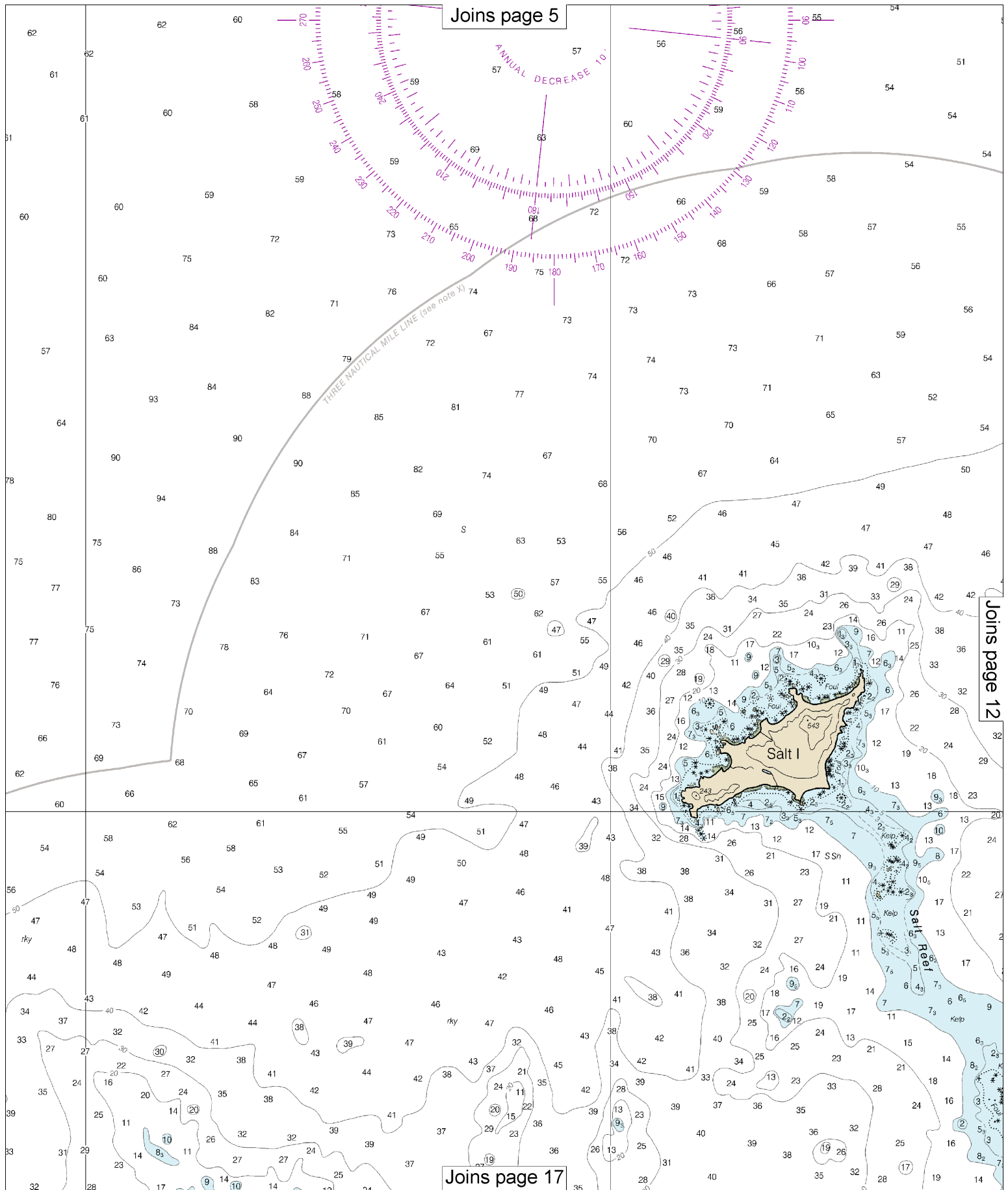
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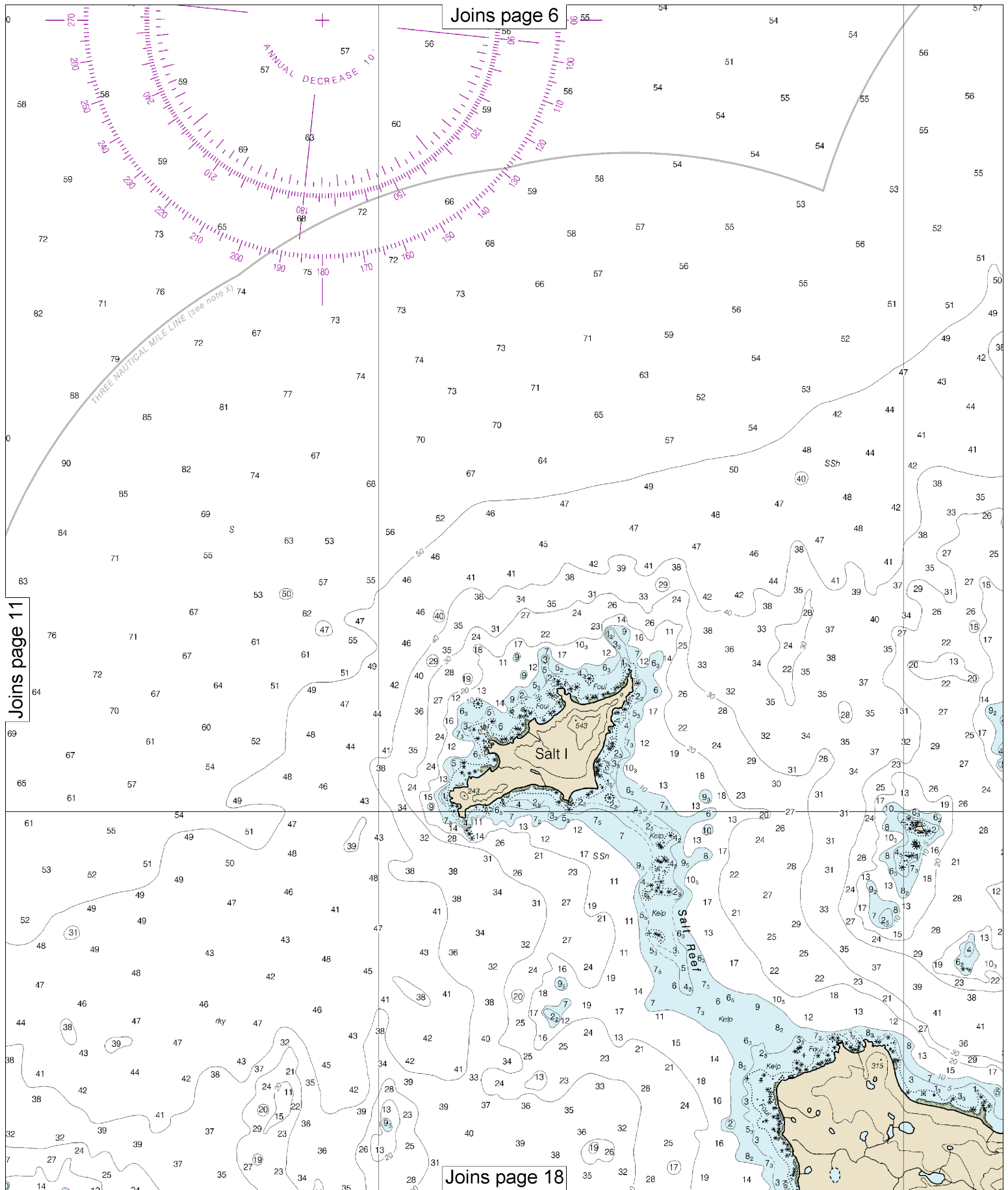
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SCALE 1:40,000
Nautical Miles

See Note on page 5.







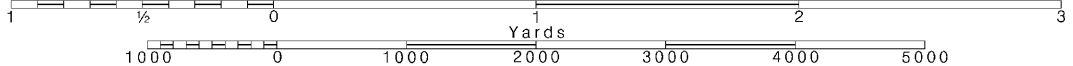
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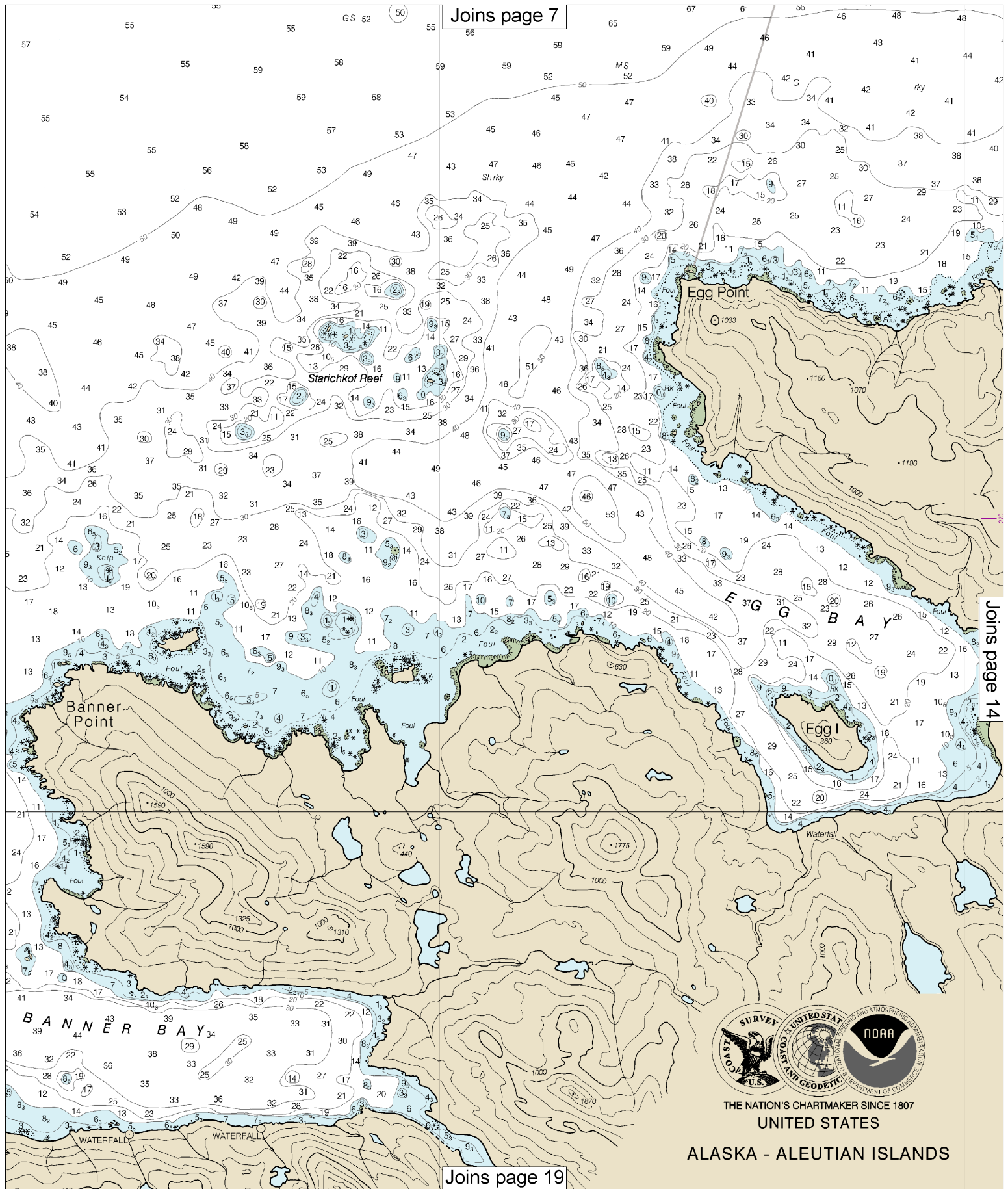
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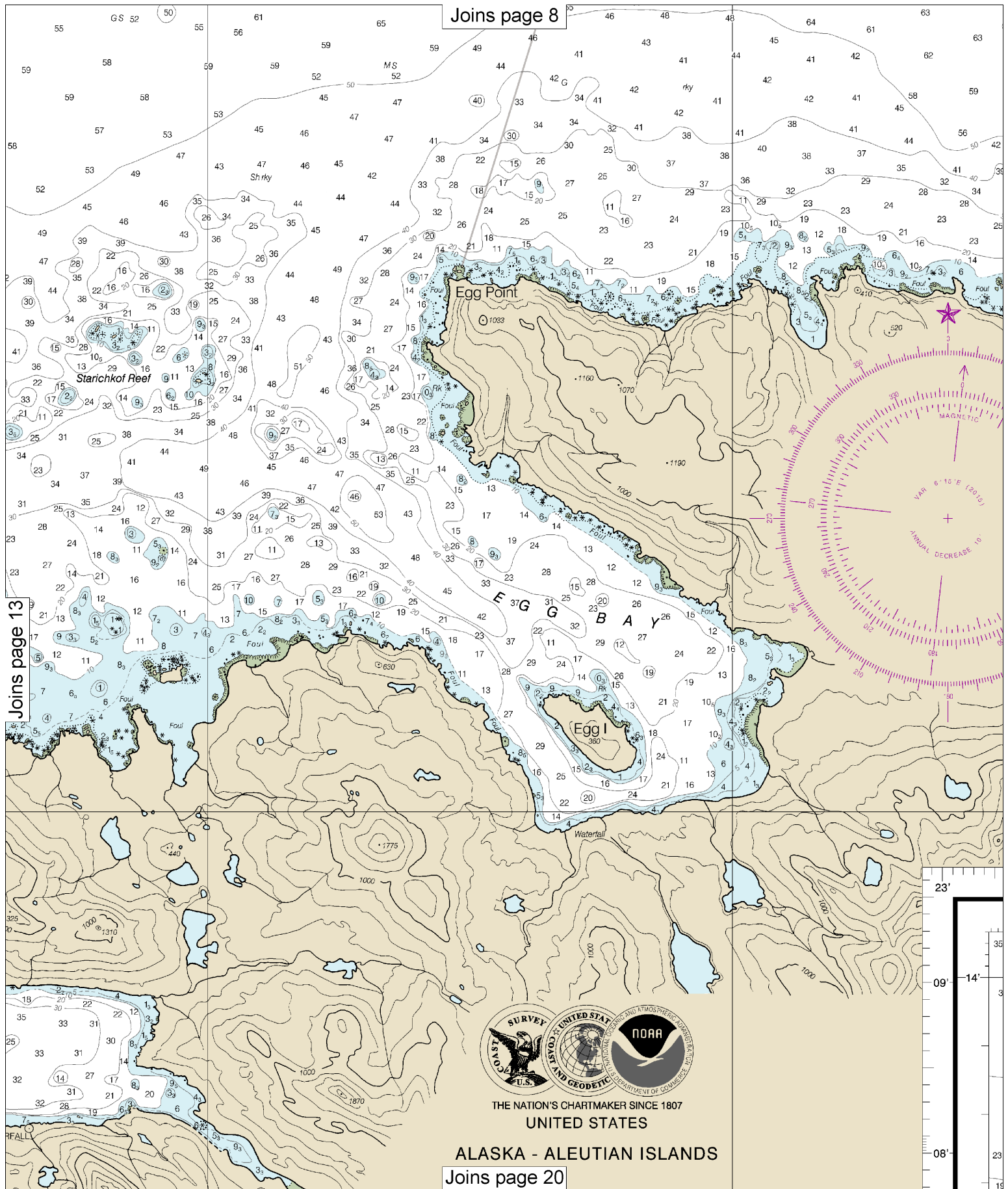
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SCALE 1:40,000
Nautical Miles

See Note on page 5.





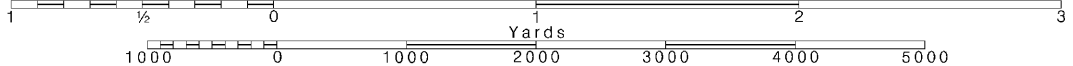


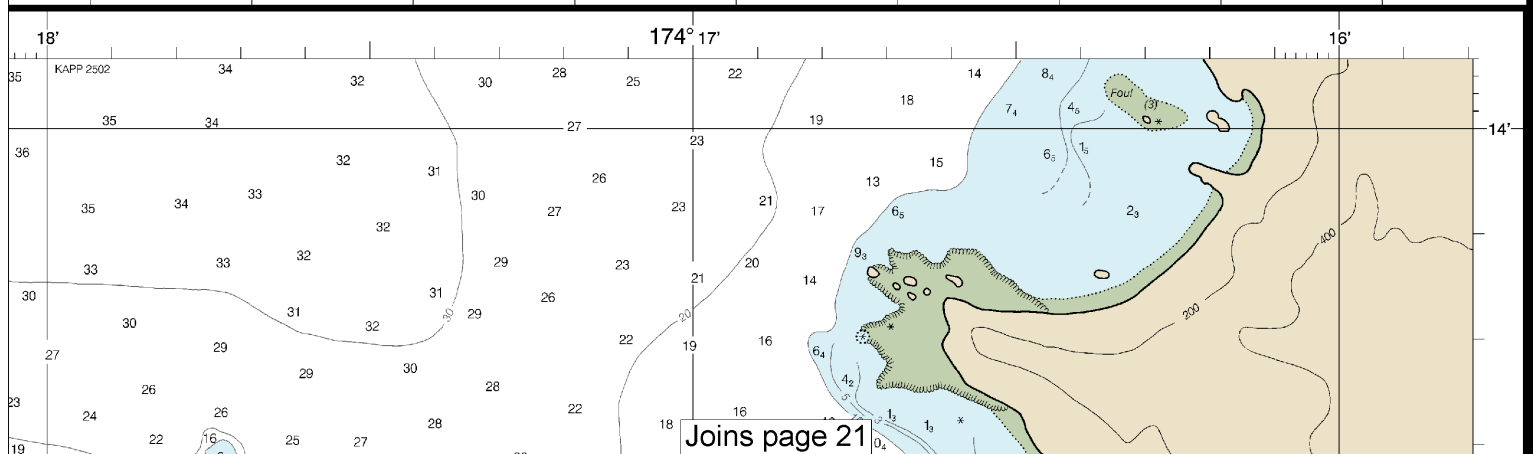
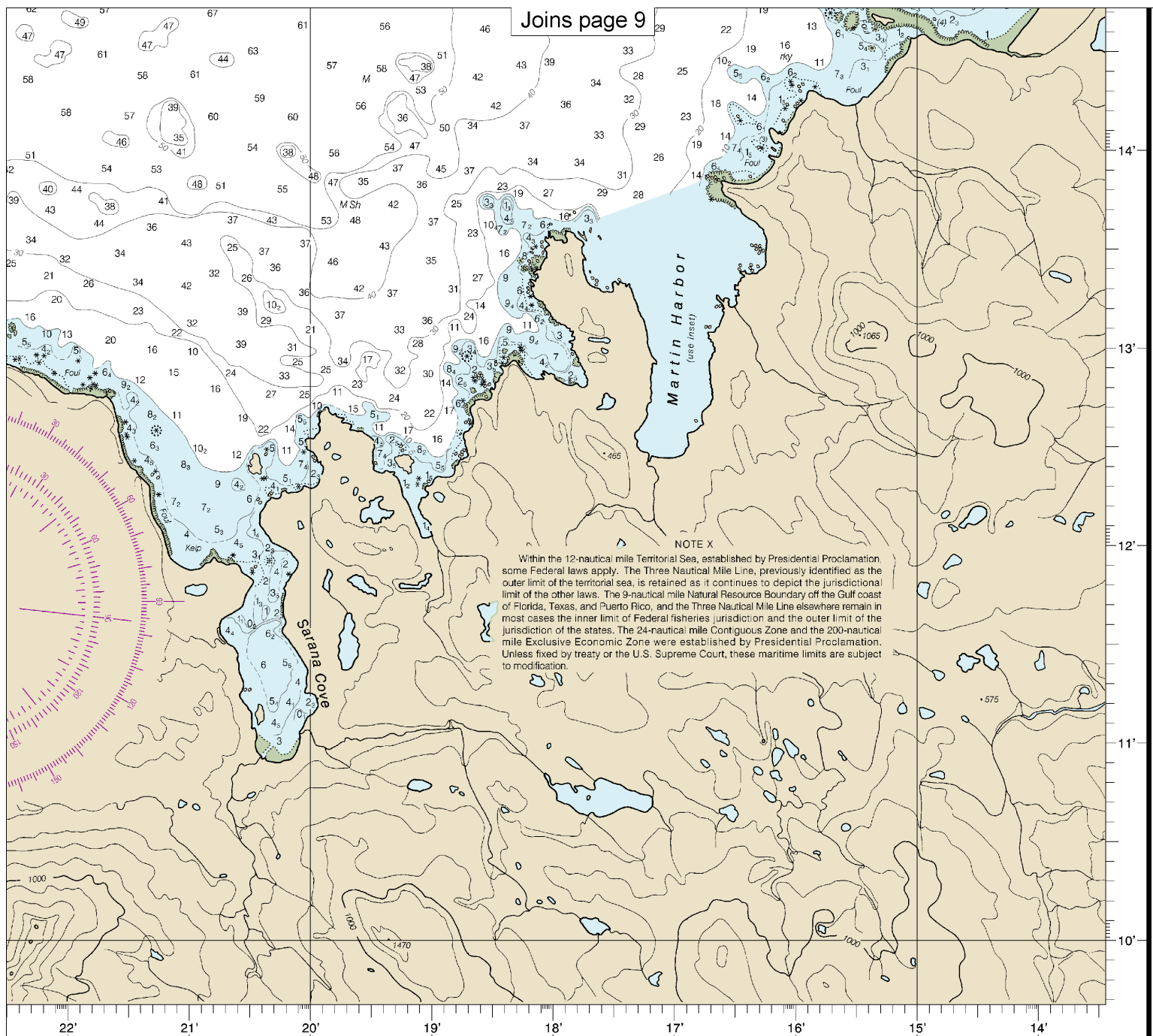
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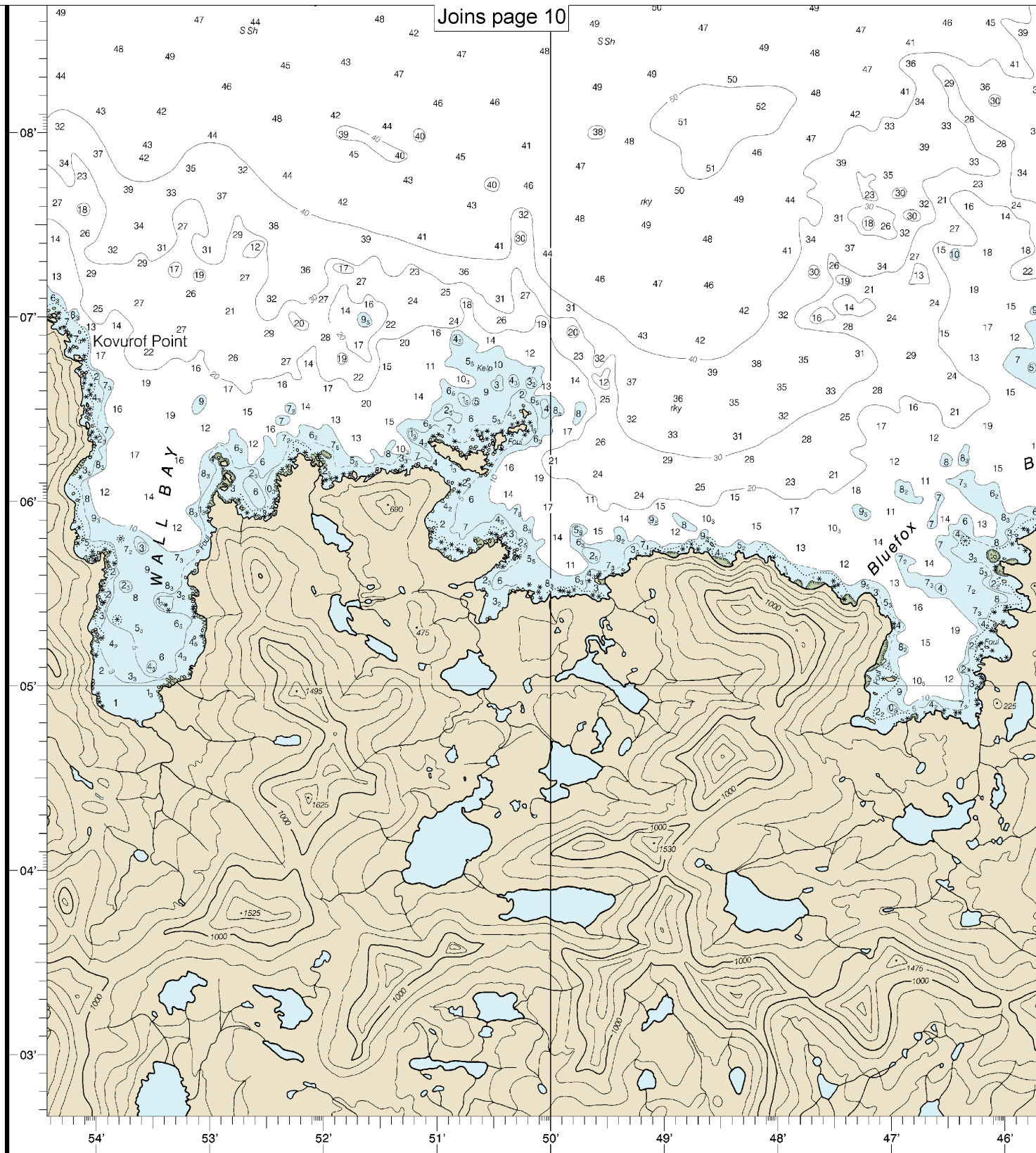
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SCALE 1:40,000
Nautical Miles

See Note on page 5.







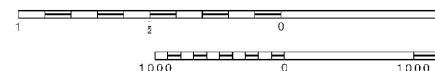
7th Ed., Mar. 2015

CAUTION

16487

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 12/11/2015. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



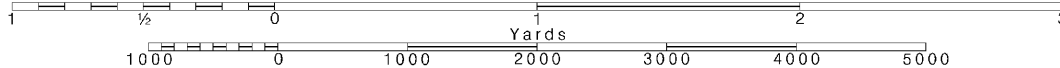
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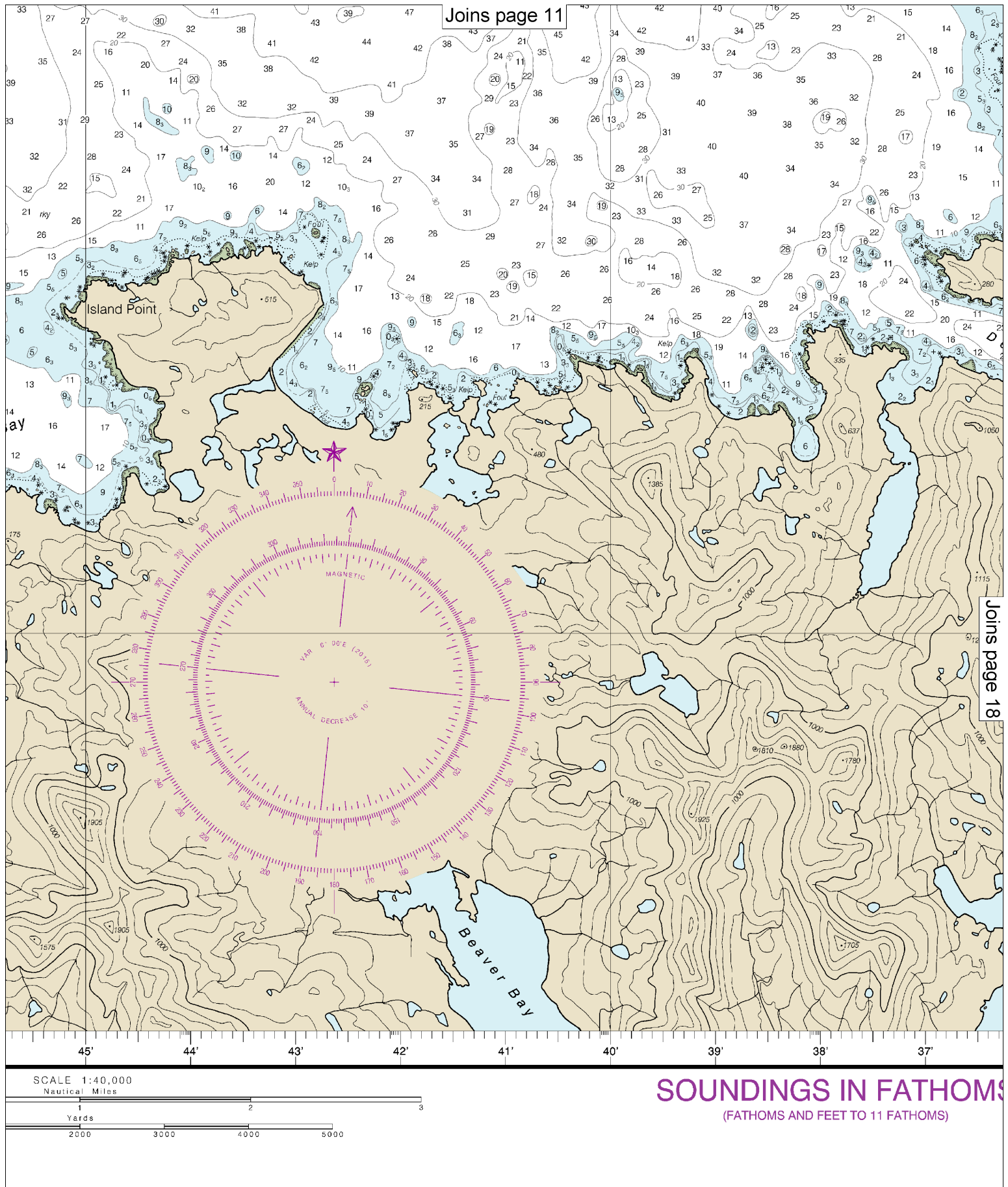
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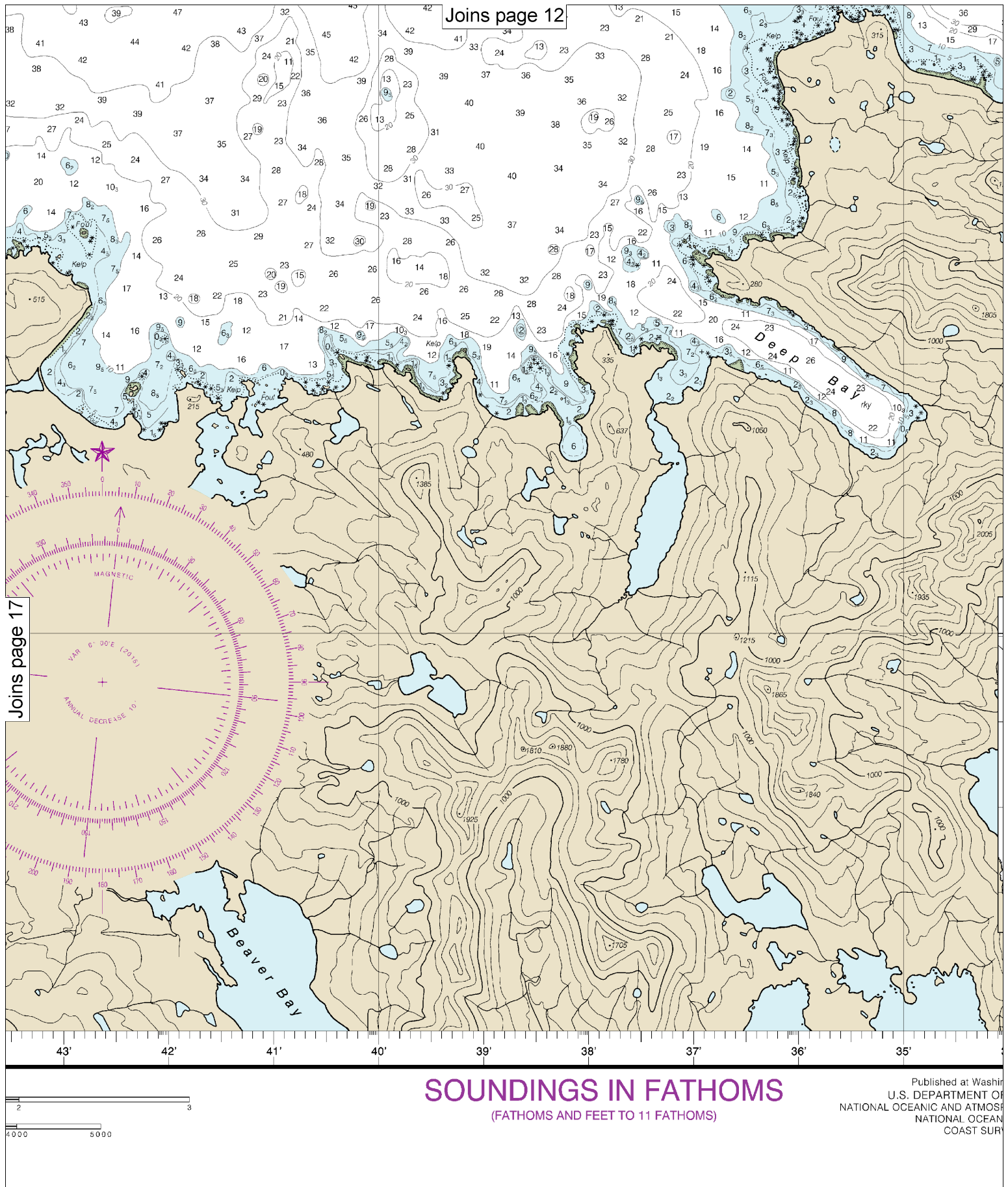
SCALE 1:40,000
Nautical Miles

See Note on page 5.





SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)



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Joins page 17

SOUNDINGS IN FATHOMS (FATHOMS AND FEET TO 11 FATHOMS)

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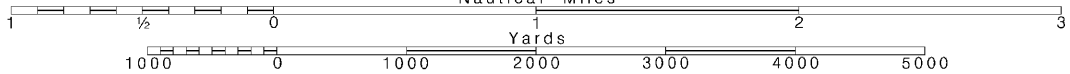
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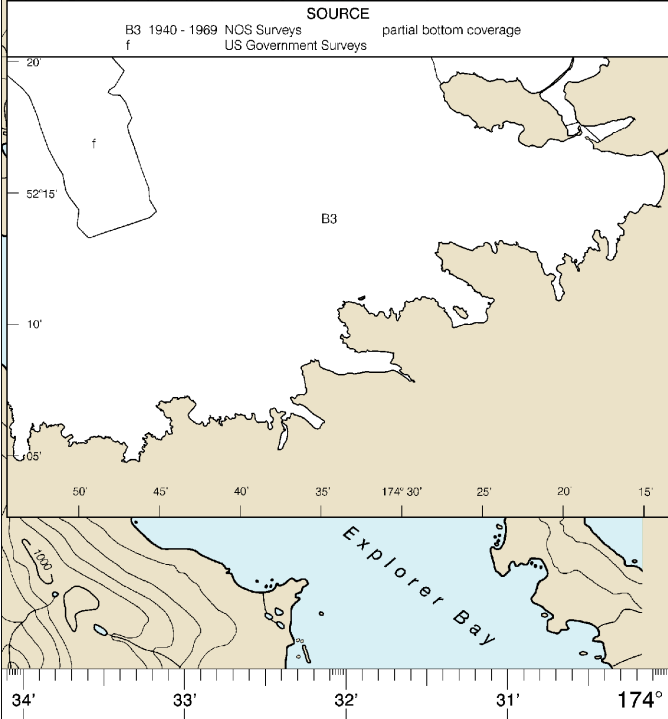
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





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THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES

ALASKA - ALEUTIAN ISLANDS

KOROVIN BAY TO WALL ISLAND

ATKA ISLAND

Mercator Projection
Scale 1:40,000 at Lat. 52° 12'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
NAME	(LAT/LONG)	feet	feet	feet
Martin Harbor	(52°14'N/174°18'W)	3.2	--	--

NOTE: Tide in this area is chiefly diurnal.

Dashes (--) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from: <http://tidesandcurrents.noaa.gov>. (Feb 2015)

HEIGHTS

Elevations of rocks, bridges, landmarks, and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 4.585" southward and 8.603" westward to agree with this chart.

COLREGS, 80.1705(see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

POLLUTION REPORT

Report all spills of oil and hazardous substances to the National Response Center at 1-800-424-8802 (toll free), or to the nearest Coast Guard facility if telephone contact is impossible (33 CFR 153).

CAUTION

Temporary changes or deficiencies in navigation are not indicated on this chart. Consult Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard List of Lights and supplemental information concerning navigation.

WARNING

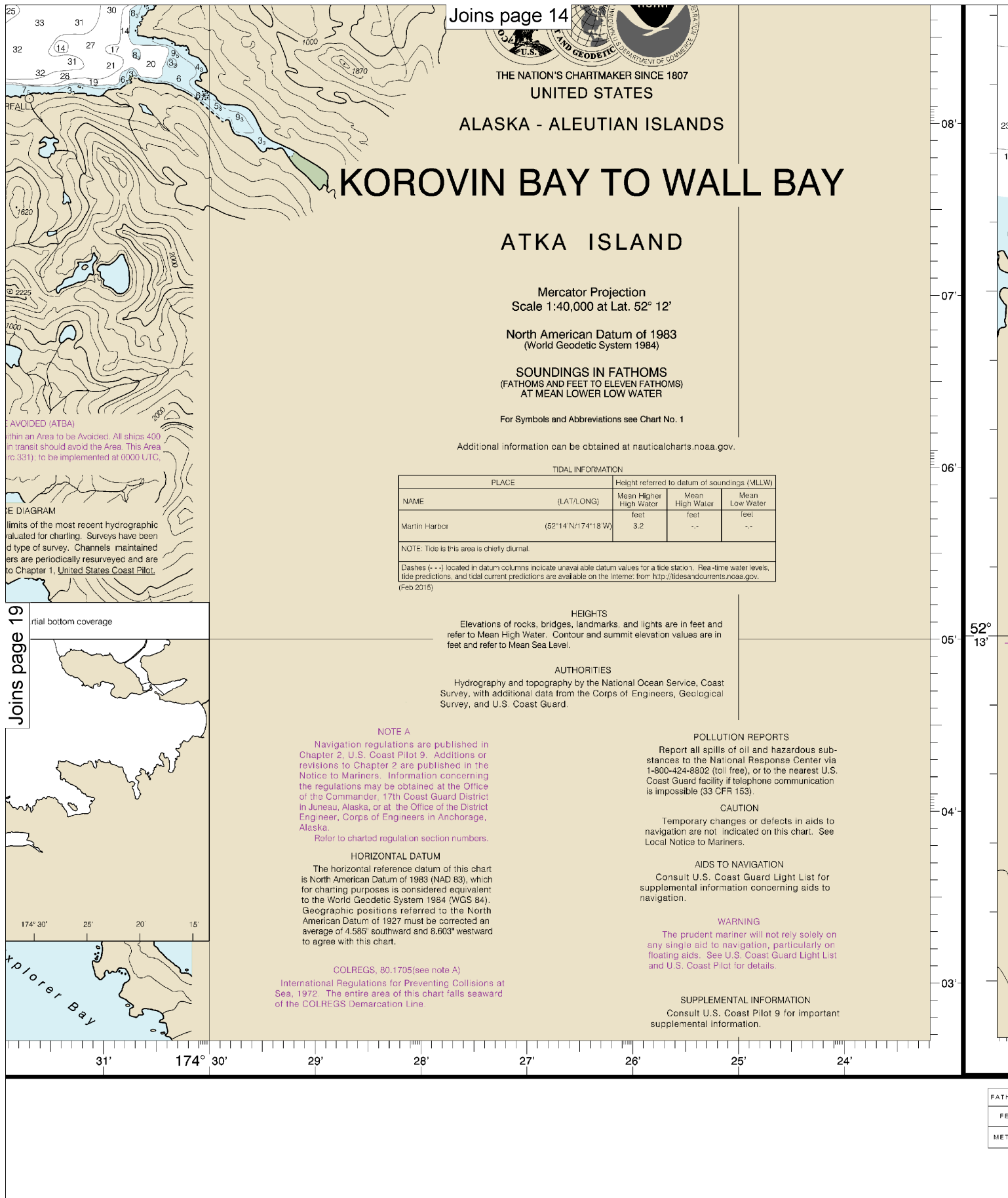
The prudent mariner will not rely on any single aid to navigation, including floating aids. See U.S. Coast Guard List of Lights and U.S. Coast Pilot for details.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot for supplemental information.

Washington, D.C.
DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL SYSTEM OF SURVEYING
NAVY

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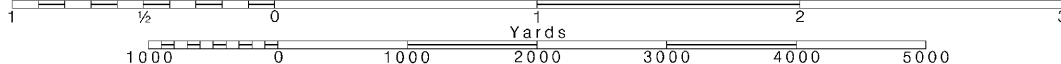
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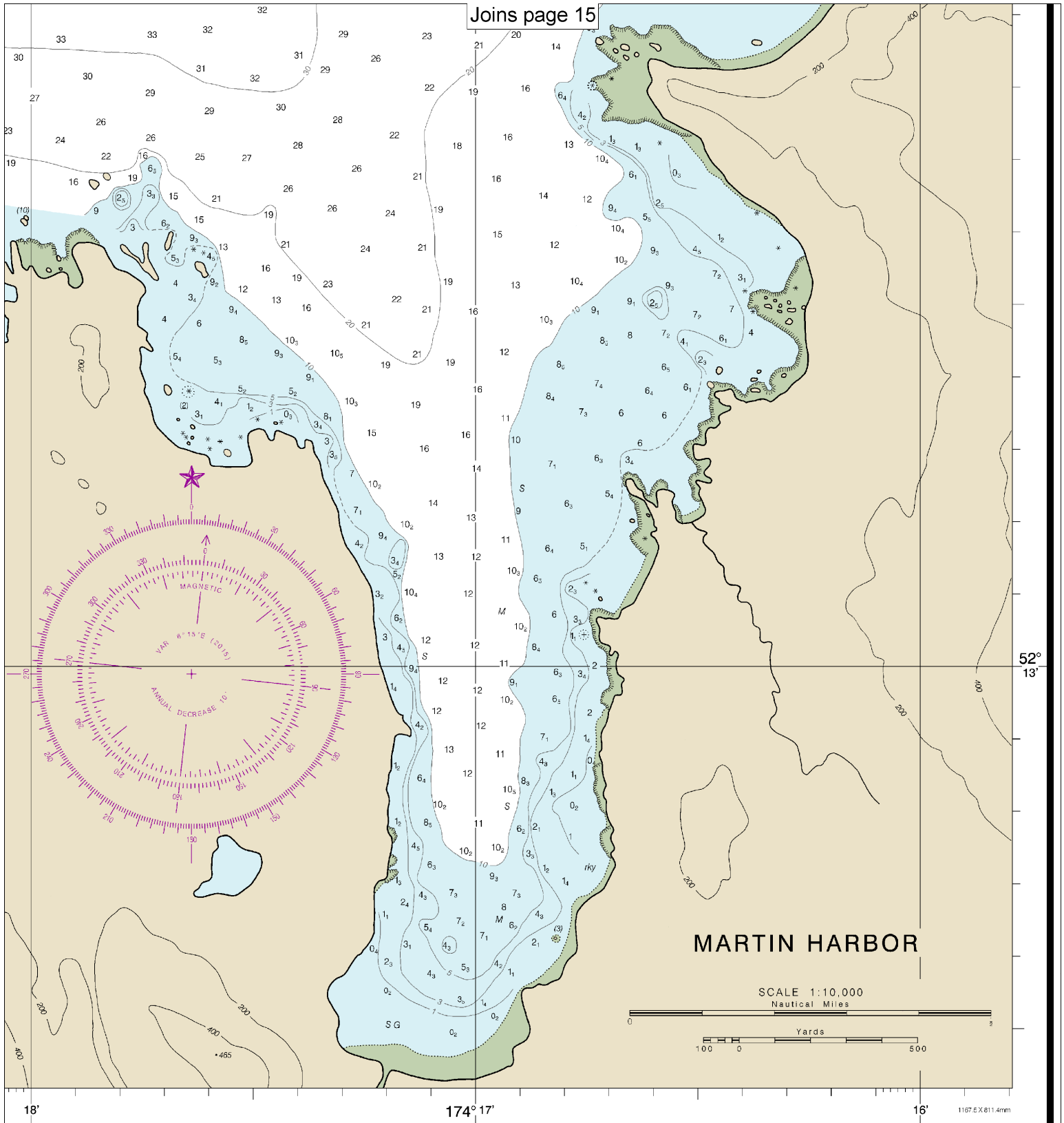
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Korovin Bay to Wall Bay
SOUNDINGS IN FATHOMS - SCALE 1:40,000

16487



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
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Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.